

AMENDMENT

IN THE CLAIMS:

1. (PREVIOUSLY PRESENTED) An internal combustion engine exhaust component comprising:

a shell having an outer surface and an inner surface and defining a chamber, wherein the inner surface of the shell has a first part susceptible to exhaust condensate contact and a second part not susceptible to the exhaust condensate contact; and

a lining applied over only the first part of the inner surface of the shell to protect the first part from the exhaust condensate contact.

2. (PREVIOUSLY PRESENTED) The internal combustion engine exhaust component according to claim 1 wherein the lining covers approximately one-third to one-half of a surface area of the inner surface of the shell.

3. (CURRENTLY AMENDED) An internal combustion engine exhaust component comprising:

a shell having an outer surface and an inner surface and defining a chamber; and

a lining applied over approximately one-third to one-half of a surface area of the inner surface of the shell to protect the shell from exhaust condensate contact.

4. (PREVIOUSLY PRESENTED) The internal combustion engine exhaust component according to claim 1 wherein the lining is applied to the first part of the inner surface of the shell by spot welding.

5. (CURRENTLY AMENDED) A method of making an internal combustion engine exhaust component, the method comprising the steps of:

providing a shell having an outer surface and an inner surface and defining a chamber;

determining a part of the inner surface of the shell which will be contacted by condensates condensate when in operation; and

applying a lining to the part of the inner surface of the shell which will be contacted by the condensates condensate; and

protecting the part of the inner surface of the shell from condensate contact with the lining.

6. (PREVIOUSLY PRESENTED) The method according to claim 5 including the steps of providing a substantially flat sheet of material, applying the lining to the substantially flat sheet of material and then forming the substantially flat sheet of material into a shape of the shell.
7. (CURRENTLY AMENDED) The method according to claim 5 wherein the step of applying the lining includes spot welding.
8. (PREVIOUSLY PRESENTED) The internal combustion engine exhaust component according to claim 1 wherein the shell has a shell thickness and the lining has a lining thickness, and the shell thickness is thicker than the lining thickness.
9. (PREVIOUSLY PRESENTED) The internal combustion engine exhaust component according to claim 3 wherein the shell has a shell thickness and the lining has a lining thickness, and the shell thickness is thicker than the lining thickness.
10. (PREVIOUSLY PRESENTED) The internal combustion engine exhaust component according to claim 3 wherein the lining is applied to the inner surface of the shell by spot welding.
11. (PREVIOUSLY PRESENTED) The method according to claim 5 including the step of forming the shell to have a shell thickness that is thicker than a lining thickness of the lining.
12. (NEW) A method of making an internal combustion engine exhaust component, the method comprising the steps of:
 - providing a shell having an outer surface and an inner surface and defining a chamber;
 - determining a part of the inner surface of the shell which will be contacted by exhaust condensate when in operation;
 - applying with spot welding a lining to only the part of the inner surface of the shell which will be contacted by the exhaust condensate; and
 - providing a substantially flat sheet of material, applying the lining to the substantially flat sheet of material, and then forming the substantially flat sheet of material into a shape of the shell.

13. (NEW) The internal combustion engine exhaust component according to claim 1 wherein the lining comprises material DIN 1.4133.
14. (NEW) The internal combustion engine exhaust component according to claim 1 wherein the lining is a metal.
15. (NEW) The internal combustion engine exhaust component according to claim 1 wherein the lining prevents the exhaust condensate from contacting the first part of the inner surface of the shell.
16. (NEW) The internal combustion engine exhaust component according to claim 1 wherein the lining has a thickness of 0.5mm.
17. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the lining comprises material DIN 1.4133.
18. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the lining is a metal.
19. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the lining prevents the exhaust condensate from contacting the inner surface of the shell.
20. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the lining has a thickness of 0.5mm.
21. (NEW) The method according to claim 5 wherein the lining comprises material DIN 1.4133.
22. (NEW) The method according to claim 5 wherein the lining is a metal.
23. (NEW) The method according to claim 5 wherein the step of protecting includes preventing the condensate from contacting the part of the inner surface of the shell.

24. (NEW) The method according to claim 5 wherein the lining has a thickness of 0.5mm.